

**BY ORDER OF THE COMMANDER
HOLLOMAN AIR FORCE BASE**



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**HOLLOMAN AIR FORCE BASE
Supplement**

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Flying Operations

OPERATIONS SUPERVISION

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This publication implements the Holloman AFB (HAFB) supplement to Air Force Instruction (AFI) 11-418, *Operations Supervision*, 14 October 2015 as follows: This supplement applies to all Holloman AFB units, including the 54th Fighter Group (54FG), associate Air Force Reserve Command (AFRC) unit and members. Copies of this publication will be forwarded to Headquarters Air Combat Command Chief, Flight Standardization Branch (HQ ACC/A3TV) and Twelfth Air Force Standardization/Evaluation Division (12 AF/OV). Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>. Contact supporting records managers as required. Refer recommended changes and questions to the Office of Primary Responsibility (OPR) using AF Form 847, *Recommendation for Change of Publication*, to 49th Operations Group Standardization/Evaluation Division (49 OG/OGV), 700 Delaware Avenue, Holloman AFB, NM 88330-8014. See **Attachment 1** for a Glossary of References and Supporting Information.

SUMMARY OF CHANGES

This publication has been significantly revised due to Change 1 to AFI 11-418. The entire publication must be completely reviewed. Major changes reflect changes in locally assigned aircraft and removal of unnecessary attachments.

1.2.1. (Added) For the purposes of this regulation, during AFRC periods, the Reserve Group Commander or equivalent deputy will assume OG/CC responsibilities. During 54th Fighter Group (54 FG) operations, when no 49 OG/RO is scheduled or available, the 54FG/CC or designated RO will assume OG/CC responsibilities (including waiver authority) for 54FG aircraft only. During German Air Force operations, when no 49 OG/RO is scheduled or available, the German Air Force Commander or designated RO will assume OG/CC responsibilities (including waiver authority) for German Air Force aircraft only.

2.3. **(Added)** Squadron supervisors and the SOF have the authority to place aircraft on weather hold. Ops Sups who place aircraft on weather hold will notify the SOF and OG/CC immediately.

3.2.1. **(Added)** The flying unit will schedule the stand-by duty officer (SDO) anytime the SOF and Operations Supervisor (Ops Sup) are not qualified in an aircraft that is flying local sorties. The SDO will meet the requirements of paragraph 4.4.4..

Table 1. Minimum Flying Unit Supervision Requirements.

Type of Operation	SOF Location	Ops Sup Location
Daily Flying Operations:	Duty Location ¹	Squadron ¹ (Active Duty/AFRC)
		Available ³ (ANG)
On-Going Off-Station	N/R	Available ³
Deployed Operations ²	As Required	As Required
Scrambles	N/R	N/R (Active Duty/AFRC)
		Available ³ (ANG)

Notes:

1. The SOF and Ops Sup may leave the unit operations complex (as defined by the unit supplement to this instruction) after aircraft depart the local area, workload permitting and will be immediately available by telephone, pager, radio or intercom. The SOF and Ops Sup will be at their duty locations 45 minutes prior to the estimated time of arrival of unit aircraft. For reduced flying operations the OG/CC may determine if a SOF is required. Reduced flying operations are defined as 4 or less fighter aircraft or 2 or less of the same type of non-fighter aircraft or, while adhering to these limitations for fighter and non-fighter aircraft, 6 total aircraft if 2 or more are RPA.
2. For deployed operations, the detachment commander will coordinate with host base Operations Group for supervision requirements. This may involve integrating into the host base SOF and/or Ops Sup program.
3. Must be immediately available by telephone, pager, radio, or intercom. (**USAFE:** Ops Sup for on-going off station sorties can be filled by an experienced aircrew member (SDO) as defined in the unit supplement.)
4. (**Added**) Large-Force Exercises (LFEs) require the same supervision level as Daily Flying Operations. A LFE is defined as an exercise with 10 or more aircraft of any type where some or all flights originate or terminate at Holloman AFB.

Table 1.1. (Added) Minimum Flying Unit Supervision Requirements.

	SOF Required	Ops Sup Required	SOF Primary Location
Daily Flying Operations with 7 or more Holloman ¹ aircraft scheduled during any flying period ²	YES	YES	TOWER
Daily Flying Operations with 5 or more Holloman ¹ fighter aircraft ²	YES	YES	TOWER
Daily Flying Operations with 4 or less Holloman ¹ fighter aircraft ^{2,3}	NO	YES	N/A
Daily Flying Operations with 6 or less Holloman ¹ RPA ³	NO	YES	N/A
Units deployed to Holloman with more than 4 fighter aircraft or more than 2 non-fighter aircraft airborne at any time (Holloman ¹ aircraft not participating)	YES ⁴	YES	NOTE ⁵
Units deployed with 4 or less fighter aircraft or 2 or less non-fighter aircraft airborne at any time (Holloman ¹ aircraft not participating)	NO	YES	N/A
LFE at Holloman (with or without Holloman ¹ aircraft participating) ⁶	YES	YES	TOWER

Notes:

1. For the purpose of this table, “Holloman” aircraft are those organic to, and/or scheduled by, Holloman AFB units (e.g., 49 WG RPAs, GAF Tornados, 54 FG F-16s, 82 ARTS QF-4s/16s, and 586 FLTS T-38s & C-12s).

2. SOF must be in the duty location 60 minutes prior to the estimated time of departure of the

first aircraft requiring a SOF and remain in place through touchdown of last aircraft requiring a SOF (SOF will remain through shutdown for any 54 FG aircraft requiring a SOF).

3. The 49 OG/CC or acting 49 OG/CC—also referred to locally as the Responsible Officer (RO)—must declare “reduced flying operations.”
4. Deployed unit(s) will provide a SOF when Holloman AFB units are not flying.
5. When Holloman Wing Scheduling is not providing a SOF, the duty location of the SOF will be at the discretion of the deployed unit.
6. For the purpose of this table, an LFE is defined as ≥ 10 aircraft participating in the exercise, with flights that are originating and/or terminating at Holloman AFB.

3.2.2. **(Added)** A squadron supervisor will be available in the squadron during all Functional Check Flights (FCF) flights.

4.1.1.1. **(Added)** The Ops Sup program will be administered by each flying unit. Unit Stan/Eval will ensure Ops Sup compliance with AFI11-418.

4.1.2.1. **(Added)** When not available, the 49th Operations Group Commander (49 OG/CC) will appoint a Responsible Officer (RO) to exercise authority over flying operations. During 54th Fighter Group (54 FG) operations, when no 49 OG/RO is scheduled or available, the 54 FG/CC or RO will assume OG/CC responsibilities (including waiver authority) for 54 FG aircraft only. During German Air Force (GAF) operations, when no 49 OG/RO is scheduled or available, the GAF/CC or RO will assume OG/CC responsibilities (including waiver authority) for GAF aircraft only. During unscheduled RO changeovers, the new RO will ensure the Command Post and the SOF are notified of the changeover with current location and phone number. The 49th Wing (49 WG) flying coversheet will reflect scheduled RO.

4.1.3.1. **(Added)** Tenant unit SOF participation in the 49 OG SOF program is at the discretion of the 49 OG/CC and the tenant unit’s Operation Group Commander. Tenant unit Letters of Agreement (LOA) concerning SOF responsibilities will be maintained at 49 OG/OGV such that all SOFs have read access. Tenant units will provide an Ops Sup in accordance with Table 1 or the LOA, as applicable.

4.1.3.2. **(Added)** All TDY units flying at Holloman AFB will provide an Ops Sup in accordance with Table 1 and not later than 60 minutes prior to their unit’s first takeoff. The 49th Operations Wing Scheduling (49 OSS/OSOS), will print on the front page of the daily schedule the type of aircraft that are TDY at Holloman AFB and the unit’s scheduled squadron supervisor with phone number. The host unit is responsible for ensuring 49 OSS/OSOS receives all required TDY unit contact information. Local area in-briefs will broadcast these requirements.

4.1.5. **(Added)** Transient aircraft who arrive/depart outside the local flying window may request SOF support. This request will be coordinated in advance and the acting OG/CC will determine availability of 49 WG personnel to assist on a case-by-case basis.

4.3.1. 1 **(Added)** The unit operations complex for the SOF Duty Location is defined as the Control Tower (Building 894).

4.3.1.2. **(Added)** The primary method to contact the SOF while in the Duty Location is via telephone.

4.3.4.1. **(Added)** The first SOF each day will ensure the airfield inspection was completed prior to the start of local flying. Due to the unique operations at Holloman, the airfield inspection may be complete before a SOF is required. If it was not accomplished, the SOF will perform the airfield inspection or coordinate with Airfield Management. Items to investigate (as conditions permit) include: condition of runways and main taxiways, any potential foreign object debris (FOD) hazards, barrier condition, lighting, signs, hot pit locations, and general airfield is suitable for safe flying operations.

4.3.8.1. **(Added)** SOFs will stay abreast of all local flying to ensure they are prepared to handle any contingency. The SOF must be familiar with the local flying schedule (including TDY detachments flying out of Holloman AFB, drone launches, DEMOs, distinguished visitors, exercises, etc.). SOFs must monitor airfield and local area weather conditions, airspace schedule and changes, alternate airfield status, Notices to Airmen (NOTAMS), bird watch conditions, and airfield equipment.

4.3.9.1. **(Added)** The SOF will work in conjunction with the tower watch supervisor to the max extent possible for coordination of runway changes and barrier configurations.

4.3.10.1. **(Added)** The SOF will electronically complete a Holloman AFB SOF Daily Report for each flying day. The electronic HAFB Daily Report can be found on the 49 OG SOF SharePoint and will be saved/uploaded at the end of each day. SOFs will ensure all program and equipment deficiencies are documented on the bottom of the report and inform the SOF program manager. SOFs will work with Squadron Aviation Resource Management (SARM) personnel to log the accomplishment of SOF tours and upgrades.

4.3.12. **(Added)** SOFs will sign off the Flight Crew Information File (FCIF), Squadron Operations Read Files (ORF), and SOF read files prior to assuming SOF duties.

4.4.1.1. **(Added)** The unit operations complex for the Ops Sup Duty Location is defined as the squadron building.

4.4.4.1. **(Added)** The SDO must have access to appropriate checklists and be in the flying squadron or available via phone or radio to immediately respond to aircraft specific questions.

4.4.5.4. **(Added)** Each squadron Ops Sup will ensure that appropriate checklists and phone contact lists are immediately available at the Ops Sup duty location.

4.4.8.1. **(Added)** At squadron commander's discretion, Ops Sups may use the Holloman AFB SOF Daily Report (**See Para 4.3.10.1**) or a unit-defined log format and content.

4.4.10. **(Added)** For periods when there is no SOF on duty, the Ops Sup will ensure that the acting OG/CC is notified for incidents involving their unit's aircraft. Additionally,

Ops Sups will notify their unit's aircrew when the SOF is not present and direct them to monitor a separate frequency at the Ops Sup discretion as required.

5.1.1.1. **(Added)** When time permits, pilots with emergencies will contact the SOF. The pilot in command of an aircraft experiencing an in-flight emergency may elect to use a Single Frequency Approach (SFA) frequency. This frequency is for use by IFE aircraft only. Once communication is established on the SFA, emergency aircraft will remain on their discrete frequency until the emergency is terminated.

5.1.5.1. **(Added)** Ensure aircraft that experience an IFE for engine, hydraulic, hot brakes, or electrical problems are checked by the fire department after landing and that the Fire Chief releases them prior to the aircraft returning to the parking ramp.

5.1.9. **(Added)** The Flight Surgeon's Office will respond to the following emergency situations with an ambulance and a crew of one flight surgeon and two medical technicians (except as deemed unnecessary by RO for IFEs involving only RPAs):

5.1.9.1. **(Added)** Suspected or confirmed in-flight or ground fire.

5.1.9.2. **(Added)** Planned arrested landing.

5.1.9.3. **(Added)** Physiological incident in flight.

5.1.9.4. **(Added)** Flight control problem.

5.1.9.5. **(Added)** Unsafe gear indication (when within five minutes of estimated time of arrival).

5.1.9.6. **(Added)** Dual engine anomaly on dual engine aircraft, or any engine problem on a single engine aircraft.

5.1.9.7. **(Added)** Known aircraft structure damage.

5.1.9.8. **(Added)** F-16 emergency power unit firing (or possible hydrazine exposure).

5.1.9.9. **(Added)** Any incident where potential for aircraft damage and/or pilot injury exists, or as requested by the SOF or fire chief.

5.1.10. **(Added)** If a SOF is not on duty, the control tower watch supervisor and airfield operations personnel will coordinate airfield assistance for emergency aircraft. The Watch Sup will advise the squadron Ops Sup of the emergency as soon as the situation permits. The Ops Sup will advise the RO of the emergency as soon as the situation permits.

5.1.11. **(Added)** The SOF will contact the RO as soon as practical after a declared aircraft emergency. Notifying the acting OG/CC shall not take priority over managing the emergency situation. When able, the SOF will give the acting OG/CC as much information as time permits, and will outline the game plan for handling the emergency. For all emergencies with non-49 Wing aircraft, as time permits, the SOF will also attempt to contact the owning unit's commander, responsible officer, Ops Sup, or equivalent.

5.1.12. **(Added)** If an IFE is declared, confirm the tower watch supervisor is aware of the IFE, the crash net is activated, and the situation is broadcast on Guard frequency ("IFE in progress, expect...."). Emergency response vehicles have priority over taxiing

aircraft. Caution must be used due to RPAs not having peripheral vision of oncoming emergency response vehicles.

5.1.13. **(Added)** During arrested landings, if the nature of the emergency permits, the pilot may be directed to remain in the cockpit to ride the brakes to clear the runway. Ensure transient pilots are advised if this situation arises. When an approach-end barrier engagement is anticipated on Runway 22, ensure ground controller directs aircraft holding in arming area Echo to taxi south on Taxiway E and hold clear of Runway 22.

5.1.14. **(Added)** When the SOF is informed that an Air Mobility Command aircraft is inbound to Holloman AFB with an airborne emergency, the SOF will pass all available information to the Command Post and OG/CC.

5.1.15. **(Added)** In conjunction with the tower watch supervisor, determine if visitors should be directed to leave the tower to minimize distractions during an IFE.

5.1.16. **(Added)** If live weapons or hung ordnance are involved, pass number and type to emergency personnel and refer to HAFB 11-250, *Airfield Operations and Base Flying Procedures*, for further instruction to include parking locations.

6.2.3.1. **(Added)** When reduced flying operations, as defined in **Table 1**, apply for a period of at least 1 hour in the middle of the flying period, the RO may allow the SOF to leave the tower. The SOF will notify Command Post prior to leaving the tower and will be available as defined by **Table 1**. The SOF will then be required to adhere to paragraph 6.2.3. when returning to the SOF duty location. If a SOF changeover is scheduled to occur during the flying break, ensure that a handoff of any communication devices and an appropriate changeover briefing occurs.

6.2.3.2. **(Added)** If not at the primary duty station, expect the SOF to be available via Land Mobile Radio (LMR) on the Command Post channel.

6.2.4. **(Added)** 49 OSS/OSOS will develop a wing SOF schedule during the weekly scheduling meetings and include it in the weekly products for the wing. SOF duty periods will be scheduled IAW AFI 11-401, *Aviation Management*, and will not normally be scheduled for a period in the primary duty location greater than six hours in any 24-hour period. 49 OSS/OSOS will annotate opening and closing SOF times in the daily schedule. Unless otherwise waived by the 54 FG/CC (or designated representative), only 54 FG SOFs will be scheduled during F-16 B Course and TX Track 1 student flights. 54 FG SOFs will be in place NLT 1 hour prior to the first applicable launch and will remain as SOF until the last applicable F-16 has shut down.

6.2.5. **(Added)** SOF changeover will normally consist of a face-to-face briefing and complete all items in the changeover checklist. If unable to face-to-face brief, phone debrief is acceptable if all changeover checklist items are accomplished.

6.3.1.1. **(Added)** The OG/CC may waive the SOF duty location on a case-by-case basis.

6.3.2. **(Added)** The alternate SOF location for Holloman AFB is the SOF vehicle on the airfield. If evacuating the tower, the SOF will declare the alternate/divert field then assist tower personnel in execution of HAFB 11-250, *Airfield Operations and Base Flying Procedures*, section 8.20: "Evacuation of Airfield Operations Facilities."

6.4.1.1.1. **(Added)** The SOF will monitor primary UHF channel, SFA, and UHF Guard at all times until an IFE dictates otherwise. Communications problems will be reported to tower supervisor, radio maintenance, Communications Squadron, and 49 OG/OGV.

6.4.1.3. **(Added)** The SOF vehicle will be kept at Airfield Management or the Control Tower and is primarily used to accomplish SOF duties such as the daily airfield inspection and responding to emergencies. The SOF vehicle keys and LMR will be kept inside the key box at Airfield Management or the 1st floor of the tower. Prior to using the vehicle, the SOF will sign off the vehicle log (once per day), have a flightline driver's license, and have two-way communication (UHF or LMR) with tower. Other organizations may borrow the SOF vehicle on a case by case basis, with SOF permission, if it does not interfere with SOF duties. The borrower must be able to return the SOF vehicle immediately when called by the SOF, in no case to exceed 10 minutes. If there is a problem with the vehicle or its contents, contact 49 OG/OGV.

6.4.1.3.1. **(Added)** The SOF truck will have the following prepositioned items as a minimum and is maintained by 49 OG/OGV:

6.4.1.3.1.1. **(Added)** Binoculars.

6.4.1.3.1.2. **(Added)** 12V DC power source for SOF Publications Laptop.

6.4.1.3.2. **(Added)** If the SOF vehicle or an alternate location becomes the operating location due to a tower evacuation, the SOF will take the following items:

6.4.1.3.2.1. **(Added)** SOF pubs laptop.

6.4.1.3.2.2. **(Added)** SOF clipboard with key personnel and quick access phone numbers.

6.4.1.3.2.3. **(Added)** SOF LMR.

6.4.1.3.2.4. **(Added)** FLIPs as deemed necessary by the SOF.

6.4.7. **(Added)** The SOF position in the tower will be maintained by 49 OG/OGV. All required publications will be available electronically on a SOF publications laptop that is disconnected from the network domain and that does not require a CAC for login. 49 OG, 54 FGV and GAF stan/eval are responsible to update and maintain copies of their respective MDS's publications in the laptop's Shared Documents folder. Additionally, 49 OG updates and maintains all HHQ pubs, local directives, FCIFs, etc. that are common to all HAFB users. This laptop will be transportable to the SOF vehicle in the event of a tower evacuation. At a minimum the library will include:

6.4.7.1. **(Added)** SOF procedural checklists.

6.4.7.2. **(Added)** Applicable SOF read file information.

6.4.7.3. **(Added)** Key personnel phone roster.

6.4.7.4. **(Added)** AFI 11-2F-16 Vol 3, *F-16 Operations Procedures* with incorporated AETC Supplement.

6.4.7.5. **(Added)** HAFBI 11-250, *Airfield Operations and Base Flying Procedures*.

6.4.7.6. **(Added)** AFI 11-418, *Operations Supervision*.

6.4.7.7. **(Added)** TO 1F-16CM-1, *Flight Manual* and GAF T.O. 1F-PA200(IDS)-1, *Flight Manual*.

6.4.7.8. **(Added)** TO 1Q-9(M)A-1, *Flight Manual* and TO 1Q-1(M)B-1, *Flight Manual*.

6.4.7.9. **(Added)** TO 1F-16CM-1CL-1, *Flight Crew Checklist*; GAF T.O. 1F-PA200(IDS)-1CL-1, *Flight Crew Checklist*; TO 1Q-9(M)A-1CL, *Flight Crew Checklist*; and TO 1Q-1(M)B-1CL, *Flight Crew Checklist*.

6.4.7.10. **(Added)** The 49 WG In-Flight Guide and applicable annexes.

6.4.7.11. **(Added)** AFI 11-202, Vol 3, *General Flight Rules*.

6.4.7.12. **(Added)** Flight Information Publication (FLIP), Instrument Flight Rules Supplement, and local area Approach Plates and En-route Charts.

6.4.7.12.1. **(Added)** The Airfield Operations Flight (AOF) is responsible for maintaining current FLIP.

6.5.6. **(Added)** All 49 WG SOFs are also qualified as experienced SOFs if previously qualified SOF at the completion of their initial SOF upgrade. First-time SOFs will be experienced SOFs after completing 10 SOF tours. Experienced SOFs are authorized to “re-hack” noncurrent SOFs and provide instruction to upgrading SOFs.

6.6.1.1. **(Added)** SOF qualifications, including experienced SOF designation, will be noted on each squadron “Letter of X’s”.

6.6.3. **(Added)** All SOF candidates will receive a briefing from the SOF Program Manager (49 OG/OGV) before beginning SOF upgrade training. All SOF candidates will review AFIs and directives listed in [Attachment 5](#) prior to their first SOF tour.

6.6.4. **(Added)** RPA upgrading SOFs will receive fighter operations brief from any 54 FG Standardization and Evaluation (group or squadron) entity and a GAF Operations Supervisor. Additionally, an RPA upgrading SOF will sit a SOF tour with a 54 FG or GAF SOF. Fighter upgrading SOFs will receive the RPA operations brief from a 49 OG/OGV pilot or any RPA Launch and Recovery Evaluator Pilot. Additionally, a fighter upgrading SOF will sit a SOF tour with an RPA SOF.

6.6.1.1. **(Added)** Upgrading SOFs will follow the SOF Upgrade Checklist, as provided by the SOF Program Manager, in order to complete SOF training. Upgrading SOFs will complete and return either the SOF Upgrade Checklist or an updated “Letter of X’s” to 49 OG/OGV prior to assuming SOF duties, digital format preferred.

6.7.3.1. **(Added)** To ensure proper documentation of the noncurrent and current SOFs, both the noncurrent and the current SOF will sign in on the SOF Daily Report. The upgrading SOF will be listed in the remarks section, and both SOFs will log a SOF event with their respective SARM shop.

- 6.8.2.1. **(Added)** Attendance of a semi-annual SOF meeting fulfills the requirement for annual continuation training and the OG/CC briefing. If unable to attend the SOF meeting, all SOFs must review and sign off briefing minutes manually or electronically before performing subsequent SOF duties.
- 6.9.1.1. **(Added)** 49 OG/OGV is the OPR for the administration of the SOF program to include the SOF read file. The SOF read file will be used to pass information of interest to all SOFs. The SOF read file will be reviewed quarterly.
- 6.9.2.3.1. **(Added)** SOF training records are maintained by the squadron training shops.
- 6.9.2.7. **(Added)** 49 OG/OGV will review all checklists quarterly. Copies of the SOF checklists can be found electronically on the 49 OG/OGV SOF sharepoint.
- 7.2.1. **(Added)** The SOF Program Manager will maintain a local CONFERENCE HOTEL checklist as part of the SOF procedural checklists. Additionally, Command Post will maintain a local CONFERENCE HOTEL contractor/depot assistance checklist for 49th Wing aircraft. The Command Post checklist will include contractor/depot contact information at a minimum. If the SOF requires assistance, the Command Post will use the checklist to set up a conference call between the SOF and the appropriate CONFERENCE HOTEL POC.
- 8.10.1. **(Added)** Ops Sups will review all publications listed in [Attachment 5](#) prior to performing Ops Sup duties.
- 8.10.2. **(Added)** Ops Sups will be identified on the squadron "Letter of X's."
- 8.11.1. **(Added)** When AFRC is conducting weekend flying at Holloman AFB, the Group Commander or a designated representative will have the authority to cancel flying.
- 8.13.1. **(Added)** If one supervisor is covering both SOF and Top 3 duties, the supervisor will be qualified in both positions. After stepping the pilots, the supervisor will move to operate from the primary SOF duty location (i.e. the tower), if required.

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Commander

Attachment 1 (Added)**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION***Abbreviations and Acronyms*

49 OG/OGV—49th Operations Group Standardization/Evaluation Division

49 OSS/OSOS—49th Operations Wing Scheduling

54 FG—54th Fighter Group

AOF—Airfield Operations Flight

FCIF—Flight crew information file

FOD—Foreign object debris

GAF—German Air Force

HAFB—Holloman Air Force Base

LMR—Land-mobile radio

LFE—Large-force exercise

NOTAMs—Notices to airmen

ORF—[Squadron] operations read file

RPA—Remotely-piloted aircraft

RO—Responsible officer

SDO—Standby duty officer

Attachment 5**INITIAL SOF/OPS SUP TRAINING REQUIREMENTS**

A5.1. (Added) Directive Review. Review the following directives and their supplements (annual review required after initial certification):

A5.1.1. **(Added)** AFI 11 -202V3, *General Flight Rules*.

A5.1.2. **(Added)** AFI 11-418, *Operations Supervision*.

A5.1.3. **(Added)** All Local Supplements to wing aircraft Operational Procedures directives.

A5.1.4. **(Added)** HAFBI 11-250, *Airfield Operations and Base Flying Procedures Instruction*.

A5.1.5. **(Added)** HAFBI 13-202, *Airfield Driving Operations*.

A5.1.6. **(Added)** The 49 WG BASH Plan.